निजी क्षेत्र की परियोजनाएं दिए जाने पर विचार किया जाता है। विदेशी निवेशकों को भारतीय निवेशकों के समान समझा जाता है।

Revised Emission Norms for Vehicles

907. SHRI GYAN RANJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have decided to issue the revised emission norms for vehicles to be manufactured on or after 1st April, 2000, if so, the reasons therefor;

(b) what are the proposed revised emission norms in respect of different categories of vehicles;

(c) whether some auto-manufacturers have raised objections in the regard, if so, the details thereof and the steps proposed to be taken in this regard; and

(d) whether suggestions made by different auto-manufacturers in response to the draft rules notified by Government have been evaluated and if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Yes, Sir. As a part of the process to control vehicular pollution, this Ministry has issued the revised emission norms for different categories of vehicles to be manufactured on or after 1.4.2000 vide Notification GSR No. 493 (E) dated 28.8.1997.

(c) and (d) Some of the auto manufacturers have raised certain objections/suggestions, which are as follows:—

(i) Separate category for diesel 2/3 wheelers;

(ii) Classification of 4 wheeler petrol vehicles in 3 different reference mass categories (with relaxed emission norms for higher reference mass category);

(iii) Specifications of reference fuel for 2000 emission norms;

(iv) Particulate Matter (PM) Norms for diesel vehicles with GVW exceeding 3.5 tons for the year 2000.

(v) Deterioration factor for vehicles fitted with catalytic converter.

The above objections/suggestions raised by the automobile manufacturers were discussed in the meeting of Standing Committee on Implementation of Emission Legislation set up by this Ministry, on 31.5.1997. In this meeting, the representatives from the automobile manufactuers who have raised the above objections also participated in the discussions. Accordingly, discussions were held on each and every issue and necessary clarifications were given to the automobile manufacturers after appropriate evaluation of the suggestions made by the automobile manufacturers.

पटना से गया के राष्ट्रीय राजमार्ग की मरम्मत

908. श्री महेश्वर सिंह: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि पटना से गया के राष्ट्रीय राजमार्ग की दशा बहुत दयनीय है,

(ख) यदि हां, तो सरकार द्वारा इस राजमार्ग की मरम्मत के लिए पिछले तीन वर्षों में कितनी-कितनी धनराशि स्वीकृत की गयी, और

(ग) भविष्य में पर्यटन की दृष्टि से इसकी दशा सुधारने के लिए क्या योजना तैयार की गई है?

जल-भूतल परिवहन मंत्री (श्री टी॰जी॰ वेंकटरामन): (क) पटना-गया एक राज्यीय राजमार्ग है। इसके विकास और रख-रखाव के लिए बिहार सरकार जिम्मेदार है।

(ख) और (ग) प्रश्न नहीं उठता।

Environmental clearance for waterways schemes of Kerala

909. SHRI J. CHITHARANJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whther Government have given environmental clearance to the Inland Waterways Schemes submitted by the Government of Kerala;

(b) if not, what are the reasons for the inordinate delay in giving environmental clearance to these projects;

(c) whether any amount was set apart in the

Eighth and Ninth Five year plan for taking up the work of certain Inland Waterways projects; and

(d) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) The Governrment of Kerala has not submitted any shceme on Inland Waterways to the centre for environmental clearance. However, environmental clearance is awaited for the central scheme of National Waterway No. 3 in Kerala, being implemented by the Inland Waterways Authority of India. Necessary investgations/studies and plans for environmental safeguard have been prepared and presented to Ministry of Environment and Forests. Public hearing of the project is also being conducted in the project area as per norms.

(c) and (d) Yes Sir. Provision of Rs. 132.20 crores and Rs. 370 crores (tenatitive) have been proposed for taking up Inland Waterways developmental projects under central plan during the 8th and 9th Five Year Plans respectively. The details are given in the enclosed Statement.

Statement

(A) *Plan Outlay and Budget made in 8th Five Year Plan for Inland Waterways Projects with central funding:*

		Plan Outlay (Rs. in crores)	Budget Allocation
(1)	Development of NW-1 (Ganga-Bhagirathi-Hooghly)	41.50	17.40
(2)	Development of NW-2 (Brahmaputra)	17.30	7.91
(3)	Development of NW-3 (West Coast Canal)	62.00	10.50
(4)	Training & Organisation	1.00	4.08
(5)	Technical studies, R&D	2.20	1.45
(6)	Incentives to IWT Operators, IWT development fund.	8.00	6.45
(7)	Other waterways/schemes	0.20	1.31
		132.20	49.10

(B) *Outlays (tentative) made for the 9th Five Year Plan for Inland Waterways projects with central funding:*

		9th Plan Outlay	Budget Allocation 1997-98
(1)	Development of NW-1	137.00	13.10
(2)	Development of NW-2	87.00	9.44
(3)	Development of NW-3	84.00	9.55
(4)	Human Resources Developmnt (IWT training & Organisation)	25.00	4.80
(5)	Technical studies & R&D (IWT Development Fund)	11.50	1.61
(6)	Centrally sponsored schemes for IWT	10.50	1.50
(7)	Development of New Waterways	14.00	—
(8)	Shipbuilding subsidy	1.00	—
		Rs. 370.00	40.00